

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E83949

**Employer :** City of Seattle

**Worksite :** CBD site

**Street :** 700 5th Ave Suite 3900

**Jurisdiction :** City of Seattle

**Survey Date :** 11/1/2013

**Survey Type :** Online

**Response Rate :** 70%

### Drive Alone & One-Way VMT Rates at this Worksite

### Employees and Survey Response Information

**Drive Alone :** 14.4%

**Reported Total Employees at Worksite:** 7,000

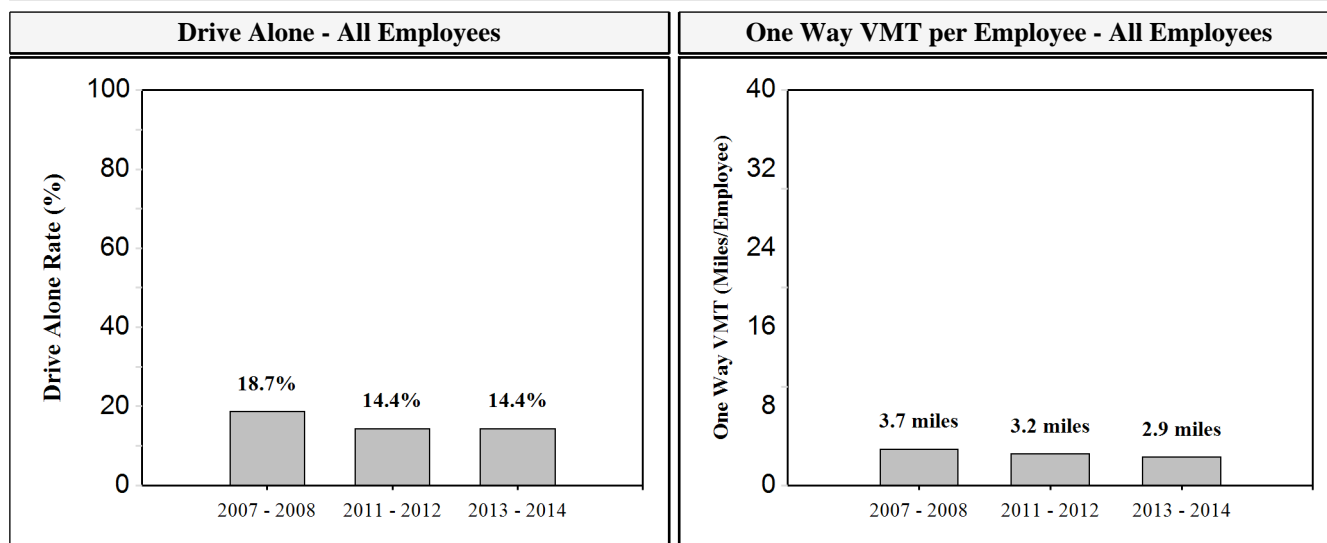
**Surveys Distributed :** 1,483

**One-Way VMT per employee :** 2.9

**Surveys Returned :** 1,044

**Surveys Returned by CTR Affected Employees :** 936

**Total Estimated CTR - Affected Employees at Worksite :** 1,330



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	18.7%	17.0%	3.7	3.5
2009 - 2010	11.9%	11.6%	2.4	2.4
2011 - 2012	14.4%	13.1%	3.2	3.0
2013 - 2014	14.4%	14.0%	2.9	2.8
2015 - 2016	N/A	N/A	N/A	N/A
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-23.0%	-17.6%	-21.6%	-20.0%

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2011 - 2012	2011 - 2012 Without Fill In	2013 - 2014
Drive Alone - All Employees*	18.7%	14.4%	14.4%	14.4%
Drive Alone - CTR Affected Employees*	17.0%	13.1%	13.1%	14.0%
VMT/Employee - All Employees	3.7	3.2	3.2	2.9
VMT/Employees - CTR Affected Employees	3.5	3.0	3.0	2.8

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2011 - 2012	2013 - 2014
Emissions for Surveyed Employees	589	786	639
Estimated Emissions for Total Employment	4,304	3,722	4,287

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2011 - 2012	2013 - 2014
Bus Annual Passenger Miles - Estimated for Total Employment	20,257,846	20,640,146	26,463,218
Bus Annual Passenger Miles - Surveyed Employees	2,769,800	4,360,700	3,946,800
Ferry Annual Passenger Miles - Estimated for Total Employment	0	2,659,596	2,876,437
Ferry Annual Passenger Miles - Surveyed Employees	0	561,900	429,000
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	3,386,303	3,484,122	6,215,517
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	463,000	736,100	927,000

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

**Q3.**

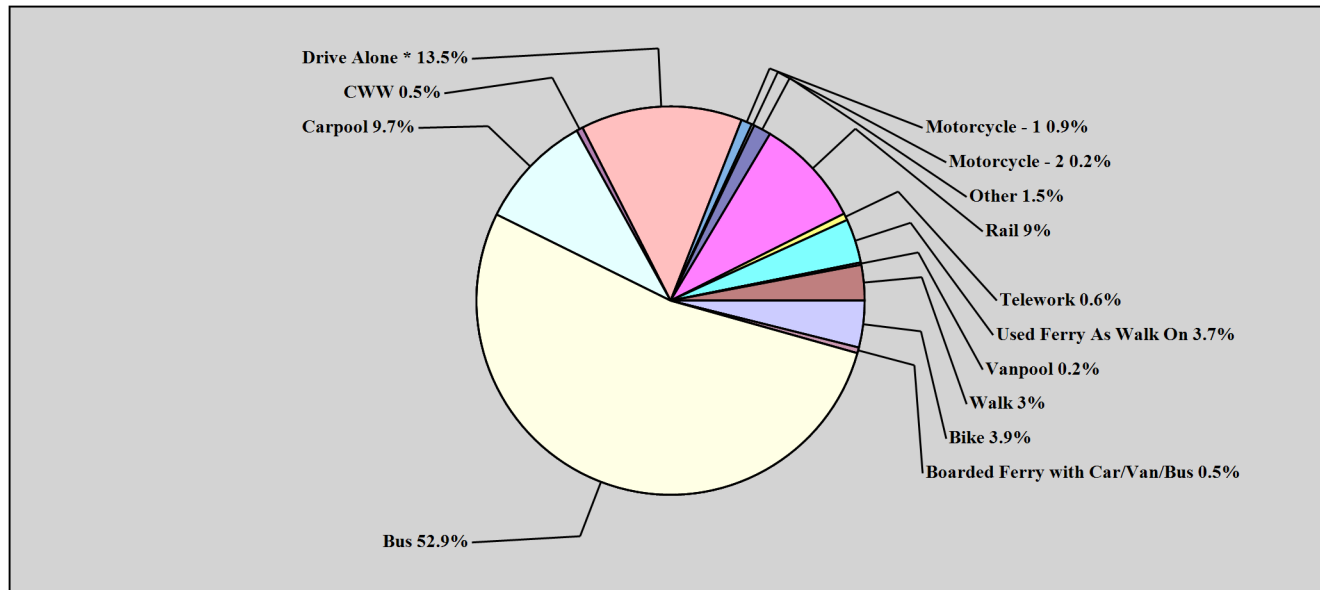
**One way, how many miles do you commute from home to your usual work location?**

**Average one-way distance home to work: 15.4 miles**

## Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



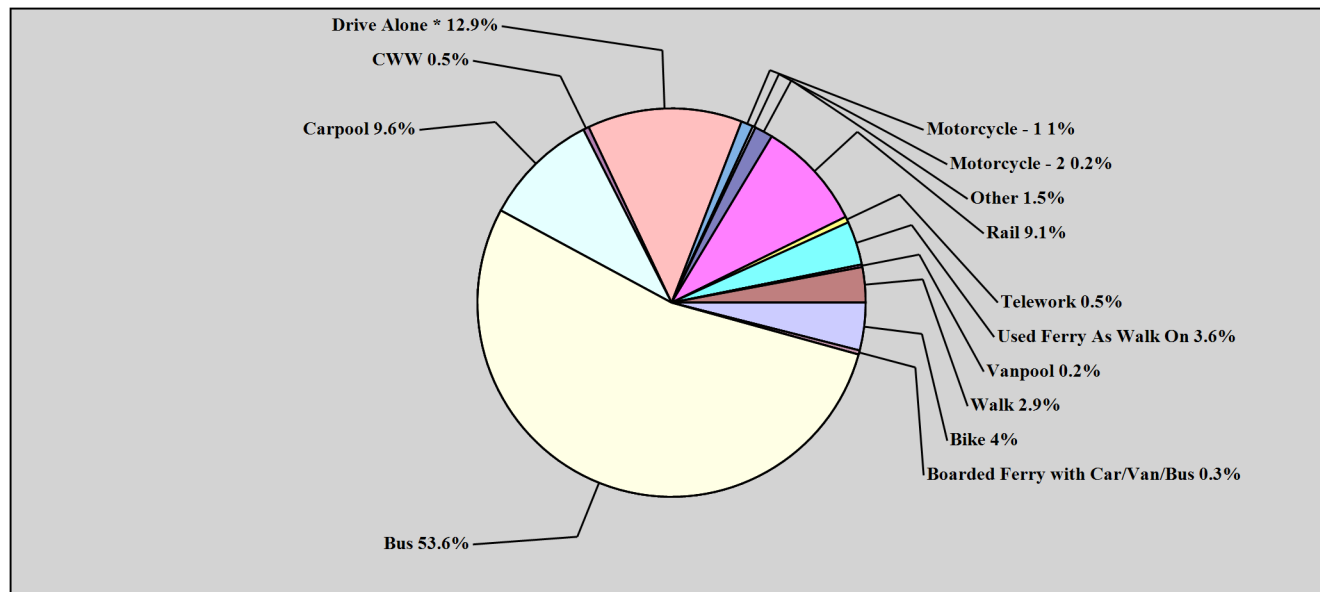
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	679	13.5%	15.3%	258	24.7%	23.8%
Carpool	487	9.7%	11.0%	153	14.7%	16.1%
Vanpool	10	0.2%	0.6%	2	0.2%	0.7%
Motorcycle - 1	46	0.9%	0.8%	13	1.2%	0.9%
Motorcycle - 2	11	0.2%	0.3%	6	0.6%	0.3%
Bus	2,670	52.9%	52.4%	652	62.5%	61.7%
Rail	456	9.0%	6.3%	125	12.0%	8.0%
Bike	196	3.9%	3.8%	61	5.8%	5.6%
Walk	149	3.0%	2.6%	39	3.7%	3.5%
Telework	29	0.6%	0.9%	23	2.2%	3.0%
CWW	27	0.5%	0.7%	24	2.3%	2.6%
Boarded Ferry with Car/Van/Bus	24	0.5%	0.6%	6	0.6%	0.8%
Used Ferry As Walk On	185	3.7%	3.2%	42	4.0%	3.4%
Other	74	1.5%	1.7%	22	2.1%	2.4%

\* Drive alone mode includes fill-in, where applicable.

## Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	593	12.9%	14.1%	227	24.3%	23.0%
Carpool	442	9.6%	11.2%	136	14.5%	16.3%
Vanpool	10	0.2%	0.6%	2	0.2%	0.7%
Motorcycle - 1	46	1.0%	0.9%	13	1.4%	1.0%
Motorcycle - 2	11	0.2%	0.3%	6	0.6%	0.4%
Bus	2,462	53.6%	53.4%	591	63.1%	63.3%
Rail	417	9.1%	6.3%	114	12.2%	8.0%
Bike	182	4.0%	3.9%	55	5.9%	5.9%
Walk	135	2.9%	2.5%	33	3.5%	3.5%
Telework	23	0.5%	0.9%	19	2.0%	2.9%
CWW	22	0.5%	0.6%	21	2.2%	2.5%
Boarded Ferry with Car/Van/Bus	16	0.3%	0.6%	4	0.4%	0.8%
Used Ferry As Walk On	167	3.6%	3.2%	36	3.8%	3.6%
Other	70	1.5%	1.7%	20	2.1%	2.5%

\* Drive alone mode includes fill-in, where applicable.

### Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	99	9%	1,044	100%
1 Days	16	2%	945	91%
2 Days	29	3%	929	89%
3 Days	74	7%	900	86%
4 Days	174	17%	826	79%
5 Days	605	58%	652	62%
6 or More Days	47	5%	47	5%

### Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
5 days a week	57	7.8%	22	3%	403	54.8%	70	9.5%	68	9.3%	1	0.1%	46	6.3%	10	1.4%	642	87.3%
4 days a week (4/10s)	0	0%	10	13.2%	40	52.6%	6	7.9%	6	7.9%	0	0%	2	2.6%	1	1.3%	61	80.3%
3 days a week	1	3.8%	3	11.5%	8	30.8%	0	0%	0	0%	0	0%	2	7.7%	0	0%	20	76.9%
9 days in 2 weeks (9/80)	13	7.3%	8	4.5%	91	51.4%	14	7.9%	12	6.8%	1	0.6%	16	9%	2	1.1%	152	85.9%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	2	7.7%	12	46.2%	1	3.8%	2	7.7%	0	0%	2	7.7%	0	0%	21	80.8%

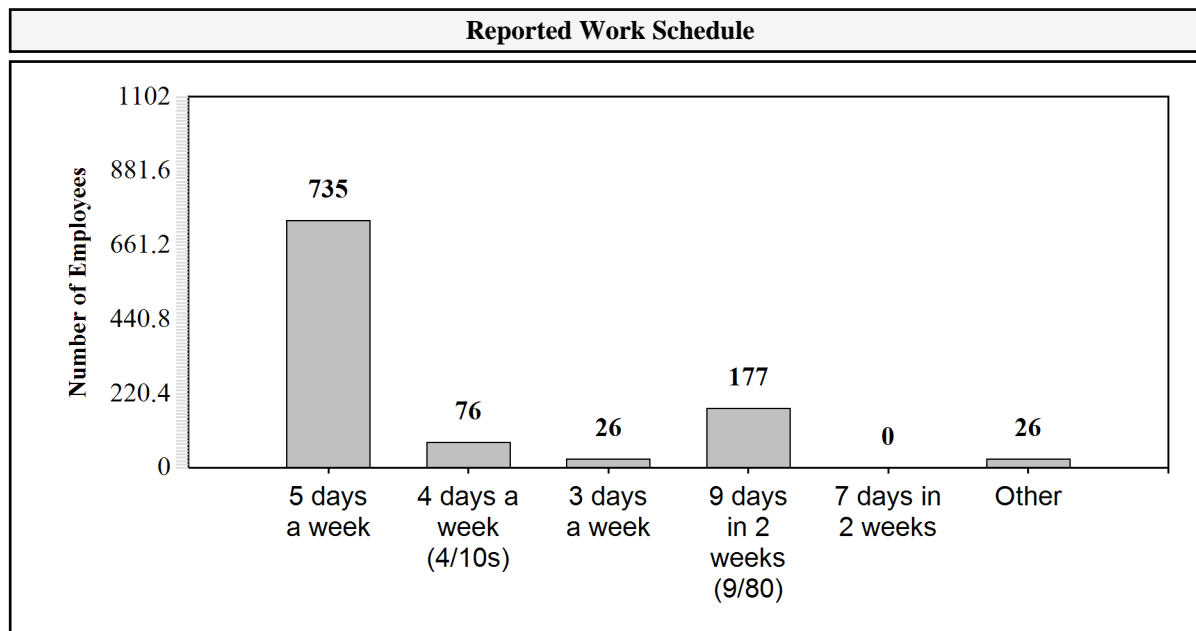
## Count by Occupancy of Carpools, Vanpools, and Motorcycles

**Q.4b** If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	50
2	Motorcycle	9
2	Carpool	435
3	Carpool	52
4	Carpool	0
5	Carpool	0
>5	Carpool	0
<5	Vanpool	0
5	Vanpool	0
6	Vanpool	5
7	Vanpool	5
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

## Reported Work Schedule - All Employees

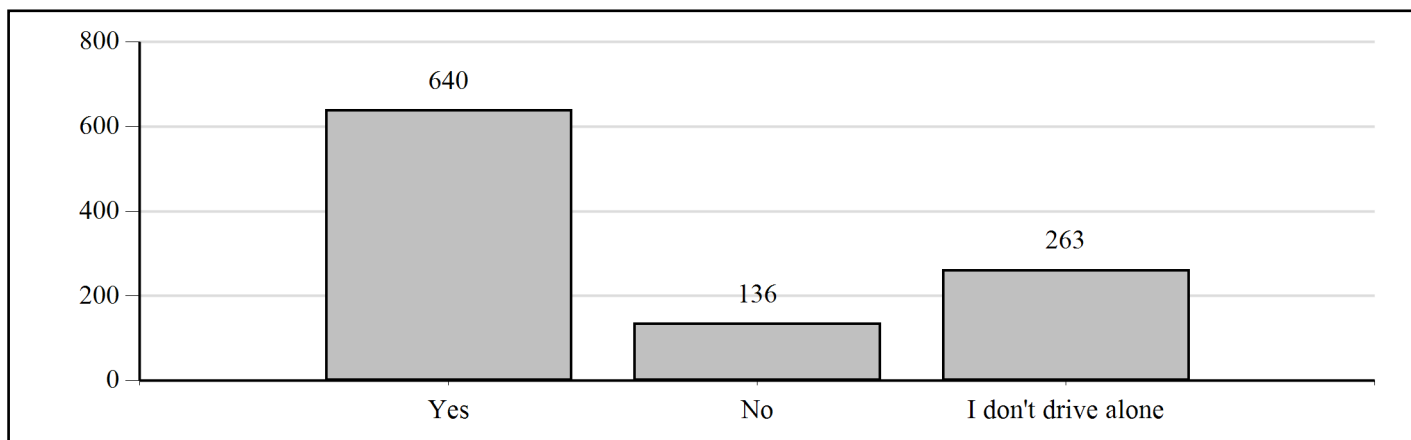
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	735	70.7%
4 days a week (4/10s)	76	7.3%
3 days a week	26	2.5%
9 days in 2 weeks (9/80)	177	17%
7 days in 2 weeks	0	0%
Other	26	2.5%

## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	4	0.4%
I don't telework	815	78.1%
Occasionally, on an as-needed basis	173	16.6%
1-2 days/month	29	2.8%
1 day/week	13	1.2%
2 days/week	7	0.7%
3 days/week	3	0.3%



## Reasons for driving alone to work/not driving alone to work

**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	758	27.6%
Cost of parking or lack of parking	541	19.7%
To save money	471	17.1%
Environmental and community benefits	270	9.8%
Personal health or well-being	211	7.7%
To save time using the HOV lane	146	5.3%
Other	121	4.4%
Financial incentives for carpooling, bicycling or walking.	93	3.4%
Driving myself is not an option	64	2.3%
Emergency ride home is provided	40	1.5%
I have the option of teleworking	20	0.7%
Preferred/reserved carpool/vanpool parking is provided	11	0.4%
I receive a financial incentive for giving up my parking space	5	0.2%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Family care or similar obligations	597	29.3%
Riding the bus or train is inconvenient or takes too long	461	22.6%
Other	375	18.4%
I like the convenience of having my car	367	18.0%
My job requires me to use my car for work	120	5.9%
Bicycling or walking isn't safe	64	3.1%
My commute distance is too short	30	1.5%
I need more information on alternative modes	22	1.1%
There isn't any secure or covered bicycle parking	3	0.1%

**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	12	1	1	44	0	1	37	0	6	11
2	13	3	0	46	2	0	33	0	6	4
3	6	0	1	31	1	1	11	0	2	0
4	12	1	0	60	3	0	27	0	5	2
5	23	0	0	80	4	1	45	0	6	6
6	6	0	0	44	2	0	13	0	9	0
7	3	0	0	12	0	0	3	0	0	0
8	16	0	0	76	1	0	17	0	2	0
9	3	0	0	8	0	0	1	0	0	0
10	29	0	0	144	8	0	47	0	20	8
11 or more	2	0	0	45	0	1	5	0	4	0
# Of Employees using Transit	125	5	2	590	21	4	239	0	60	31
Total One-Way Transit Trips Per Week	748	11	4	3988	139	39	1241	0	397	137

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	11	1	1	42	0	1	31	0	4	11
2	12	3	0	38	1	0	31	0	6	4
3	6	0	0	28	1	1	11	0	1	0
4	11	0	0	50	2	0	23	0	3	1
5	23	0	0	77	4	1	42	0	5	5
6	6	0	0	31	1	0	11	0	4	0
7	3	0	0	12	0	0	3	0	0	0
8	15	0	0	68	1	0	17	0	2	0
9	3	0	0	7	0	0	1	0	0	0
10	28	0	0	138	8	0	46	0	20	8
11 or more	2	0	0	39	0	1	5	0	4	0
# Of Employees using Transit	120	4	1	530	18	4	221	0	49	29
Total One-Way Transit Trips Per Week	723	7	1	3616	127	39	1178	0	349	128

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	2	0.19%	0	0	0	0	10	0	0	0	0	0	0	0	0
89103	1	0.10%	0	3	0	2	0	0	0	0	0	0	0	0	0
89267	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98001	9	0.86%	10	0	0	0	24	10	0	0	0	1	0	0	0
98002	5	0.48%	7	4	0	0	2	6	0	0	0	0	0	0	0
98003	8	0.77%	0	1	0	0	34	1	0	0	0	0	0	0	0
98004	5	0.48%	2	3	0	0	18	0	0	0	0	1	0	0	0
98005	2	0.19%	0	0	0	0	10	0	0	0	0	0	0	0	0
98006	13	1.25%	15	6	0	0	33	0	0	0	0	0	0	0	5
98007	6	0.57%	13	6	0	0	10	0	0	0	0	0	0	0	0
98008	6	0.57%	4	5	0	5	8	0	5	0	2	0	0	0	0
98010	2	0.19%	5	0	0	0	0	5	0	0	0	0	0	0	0
98011	3	0.29%	2	2	0	0	13	0	0	0	0	0	0	0	2
98012	13	1.25%	12	6	5	0	42	0	0	0	0	0	0	0	2
98019	1	0.10%	0	0	0	0	4	0	0	0	0	0	0	0	0
98020	7	0.67%	4	4	0	0	19	8	0	0	0	1	0	0	0
98021	7	0.67%	0	7	0	0	23	0	0	0	0	3	0	0	0
98022	2	0.19%	0	0	0	0	0	5	0	0	0	0	0	0	0
98023	9	0.86%	5	0	0	0	38	0	0	0	0	0	0	0	0
98024	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98026	13	1.25%	16	1	0	0	40	10	0	0	0	0	0	0	0
98027	8	0.77%	2	10	0	0	26	0	0	0	0	0	0	0	0
98028	9	0.86%	9	1	0	0	34	0	0	0	0	2	0	0	0
98029	7	0.67%	1	12	0	0	23	0	0	0	1	0	0	0	0
98030	6	0.57%	4	5	0	0	5	13	0	0	1	0	0	0	0
98031	8	0.77%	6	14	0	0	7	12	0	0	0	0	0	0	0



98032	6	0.57%	3	6	0	0	14	1	0	0	1	0	0	0	0
98033	3	0.29%	0	0	0	0	15	0	0	0	0	0	0	0	0
98034	6	0.57%	6	0	0	0	23	0	0	0	2	0	0	0	1
98036	12	1.15%	8	0	0	7	41	2	0	0	0	0	0	0	0
98037	12	1.15%	9	1	0	0	46	1	0	0	0	0	0	0	0
98038	4	0.38%	9	5	0	0	4	1	0	0	0	0	0	0	0
98040	7	0.67%	7	0	0	0	25	0	0	0	0	0	0	0	0
98042	9	0.86%	10	4	0	0	0	31	0	0	0	0	0	0	0
98043	6	0.57%	11	0	0	0	19	0	0	0	0	0	0	0	0
98045	2	0.19%	5	4	0	0	0	0	0	0	1	0	0	0	0
98052	6	0.57%	5	2	0	0	16	0	3	0	0	1	0	0	0
98053	1	0.10%	0	0	0	0	4	0	0	0	0	0	0	0	0
98055	12	1.15%	8	11	0	0	30	8	0	0	0	0	0	0	0
98056	10	0.96%	16	2	0	2	29	0	0	0	0	0	0	0	0
98057	2	0.19%	1	0	0	0	5	0	0	0	0	0	0	0	3
98058	7	0.67%	7	9	0	0	8	7	0	0	0	0	0	0	0
98059	10	0.96%	1	0	0	5	45	1	0	0	0	0	0	0	0
98062	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98065	3	0.29%	1	0	0	3	6	0	4	0	0	0	0	0	0
98070	10	0.96%	0	0	0	9	6	0	0	0	0	0	0	21	10
98072	6	0.57%	5	3	0	0	22	0	0	0	0	0	0	0	0
98074	2	0.19%	0	0	0	0	9	0	0	0	0	0	0	0	0
98075	3	0.29%	0	3	0	0	12	0	0	0	0	0	0	0	0
98077	2	0.19%	1	1	0	1	7	0	0	0	0	0	0	0	0
98087	8	0.77%	0	7	0	0	33	0	0	0	0	0	0	0	0
98092	8	0.77%	1	0	0	0	1	28	0	0	0	0	0	1	5
98101	3	0.29%	2	0	0	0	0	0	0	15	0	0	0	0	0
98102	11	1.05%	11	0	0	0	31	0	7	1	0	0	0	0	4
98103	48	4.60%	25	29	0	2	135	0	27	7	3	1	0	0	1
98104	11	1.05%	1	0	0	0	0	0	0	55	0	0	0	0	0
98105	18	1.72%	16	2	0	2	43	0	14	0	2	0	0	0	5
98106	17	1.63%	15	8	0	3	50	0	4	0	1	0	0	0	0
98107	25	2.39%	8	9	0	0	86	0	17	0	0	0	0	0	0
98108	19	1.82%	8	14	0	3	43	16	10	0	2	1	0	0	1
98109	8	0.77%	0	5	0	0	26	2	0	4	0	0	0	0	0
98110	19	1.82%	0	0	0	0	0	0	0	0	0	0	4	88	0
98112	23	2.20%	12	9	0	0	56	1	19	8	1	0	0	0	0



98115	34	3.26%	24	22	0	0	106	0	4	0	0	0	0	0	6
98116	27	2.59%	17	17	0	0	61	0	10	0	1	1	0	11	7
98117	38	3.64%	29	11	0	10	108	0	13	0	1	4	0	0	0
98118	39	3.74%	28	16	0	0	38	79	19	0	0	2	0	0	1
98119	18	1.72%	13	11	0	0	63	0	0	4	1	0	0	0	0
98121	9	0.86%	0	2	0	0	23	0	0	21	0	0	0	0	0
98122	24	2.30%	17	10	0	0	47	2	5	32	0	0	0	0	0
98125	23	2.20%	17	19	0	0	63	5	0	0	3	1	0	0	0
98126	18	1.72%	15	22	0	0	46	0	2	0	0	0	1	0	1
98133	34	3.26%	30	11	0	3	116	0	0	0	2	3	0	0	0
98134	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98136	18	1.72%	2	6	0	1	81	0	0	0	0	0	0	0	0
98144	23	2.20%	21	4	0	0	22	34	19	2	0	3	0	0	5
98146	6	0.57%	5	5	0	0	10	4	5	0	0	0	0	0	0
98148	2	0.19%	0	0	0	0	10	0	0	0	0	0	0	0	0
98155	18	1.72%	6	13	0	0	59	0	0	0	0	0	0	0	7
98166	6	0.57%	4	5	0	0	14	0	0	0	0	0	0	0	5
98168	18	1.72%	23	5	0	0	48	13	0	0	0	0	0	0	0
98177	14	1.34%	18	2	0	0	44	0	0	0	0	0	0	0	0
98178	13	1.25%	1	7	0	0	45	14	0	0	0	0	0	0	0
98188	7	0.67%	5	10	0	0	2	20	0	0	0	0	0	0	0
98198	8	0.77%	2	13	0	0	14	9	0	0	0	0	0	0	0
98199	20	1.92%	23	7	0	1	61	0	9	0	0	0	0	0	0
98201	2	0.19%	0	4	0	0	5	0	0	0	1	0	0	0	0
98203	3	0.29%	0	1	0	0	12	0	0	0	0	0	0	0	0
98208	7	0.67%	1	10	0	0	22	0	0	0	0	0	0	0	0
98223	3	0.29%	0	0	5	0	9	0	0	0	0	0	0	0	0
98229	1	0.10%	0	4	0	0	0	0	0	0	0	0	0	0	0
98249	1	0.10%	0	3	0	0	0	2	0	0	0	0	0	0	0
98258	6	0.57%	5	2	0	0	23	0	0	0	0	0	0	0	0
98260	2	0.19%	1	0	0	0	0	8	0	0	0	0	0	0	0
98270	5	0.48%	1	0	0	0	20	0	0	0	2	1	0	0	0
98271	1	0.10%	0	0	0	0	3	0	0	0	0	0	0	0	0
98272	4	0.38%	3	0	0	0	10	5	0	0	0	0	0	0	0
98274	2	0.19%	0	5	0	0	5	0	0	0	0	0	0	0	0
98275	1	0.10%	4	0	0	0	0	0	0	0	0	0	0	0	0
98284	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0



98290	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98292	1	0.10%	0	0	0	0	4	1	0	0	0	0	0	0	0
98296	4	0.38%	7	9	0	0	6	0	0	0	0	0	0	0	0
98310	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98311	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	3	0
98312	3	0.29%	1	0	0	0	0	0	0	0	0	0	5	10	0
98327	1	0.10%	0	0	0	0	2	3	0	0	0	0	0	0	0
98329	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98335	1	0.10%	0	0	0	0	6	0	0	0	0	0	0	0	0
98337	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98359	1	0.10%	4	0	0	0	0	0	0	0	0	1	0	0	0
98360	2	0.19%	0	0	0	0	0	10	0	0	0	0	0	0	0
98366	5	0.48%	0	0	0	0	2	0	0	0	0	0	14	8	0
98367	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98370	3	0.29%	0	0	0	0	0	0	0	0	0	0	0	13	0
98371	1	0.10%	0	0	0	0	0	6	0	0	0	0	0	0	0
98372	3	0.29%	1	0	0	0	0	12	0	0	1	0	0	0	3
98373	3	0.29%	0	0	0	0	8	5	0	0	0	0	0	0	0
98374	4	0.38%	5	0	0	0	0	15	0	0	0	0	0	0	0
98375	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98383	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98387	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98388	1	0.10%	0	0	0	0	0	5	0	0	0	0	0	0	0
98390	1	0.10%	1	0	0	0	0	4	0	0	0	0	0	0	0
98391	1	0.10%	2	0	0	0	0	5	0	0	0	0	0	0	0
98392	1	0.10%	0	0	0	0	0	0	0	0	0	0	0	5	0
98403	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98404	2	0.19%	1	0	0	0	3	6	0	0	0	0	0	0	0
98405	3	0.29%	1	0	0	0	9	5	0	0	0	0	0	0	0
98406	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98407	2	0.19%	0	0	0	0	9	1	0	0	0	0	0	0	0
98422	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98424	4	0.38%	1	7	0	0	10	5	0	0	0	0	0	0	0
98444	2	0.19%	2	0	0	0	10	0	0	0	0	0	0	0	0
98445	2	0.19%	0	0	0	0	10	0	0	0	0	0	0	0	0
98446	1	0.10%	0	0	0	0	2	4	0	0	0	0	0	0	0
98465	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0



<b>98466</b>	1	0.10%	4	0	0	0	0	0	0	0	0	0	0	0	0
<b>98467</b>	1	0.10%	0	0	0	0	0	5	0	0	0	0	0	0	0
<b>98498</b>	1	0.10%	0	0	0	0	6	0	0	0	0	0	0	0	0
<b>98503</b>	2	0.19%	0	0	0	0	10	0	0	0	0	0	0	0	0
<b>98506</b>	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
<b>98584</b>	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
<b>99812</b>	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0